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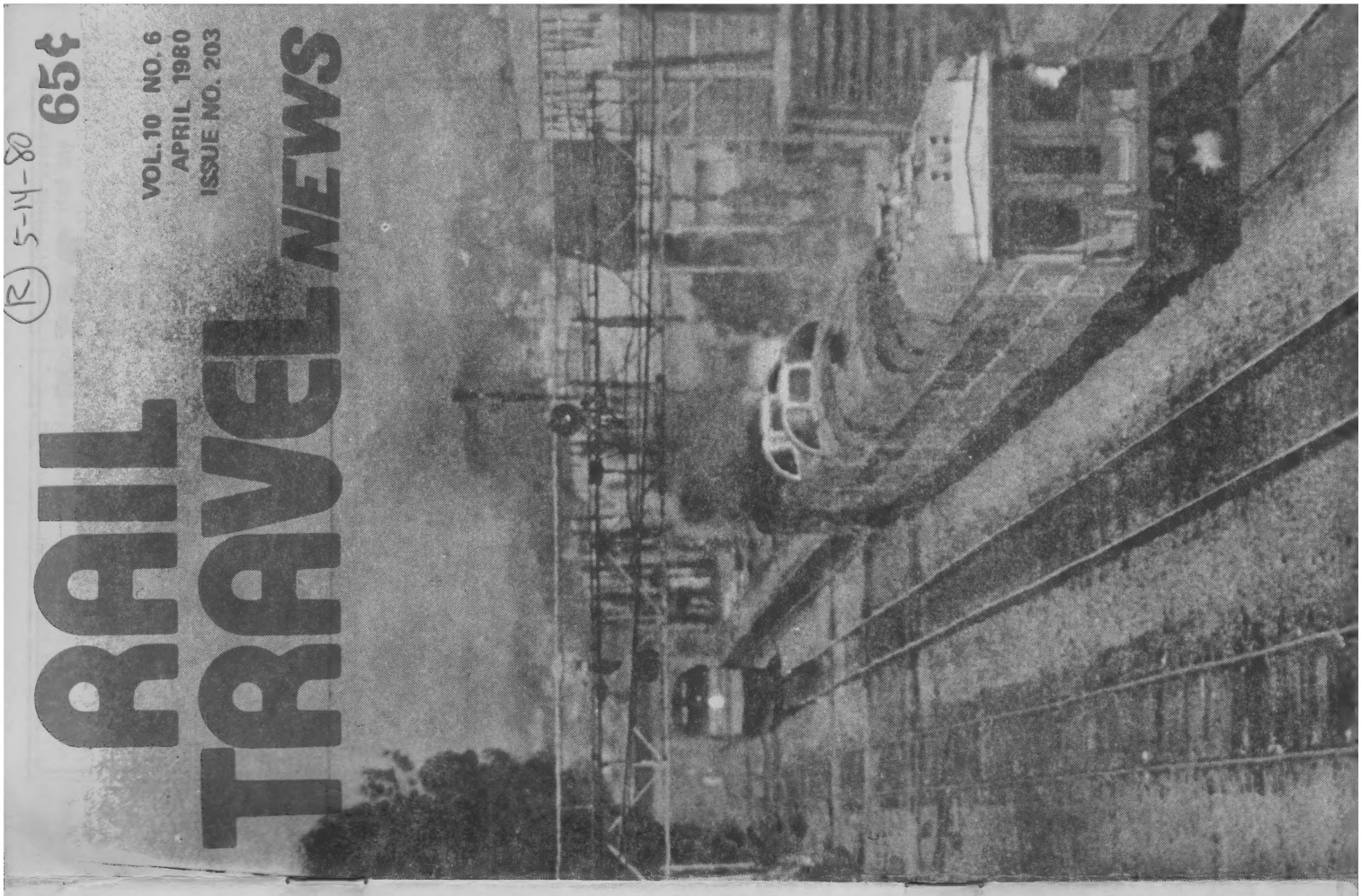
VOL. 10 NO. 6
APRIL 1980
ISSUE NO. 203

RAIL TRAVEL NEWS



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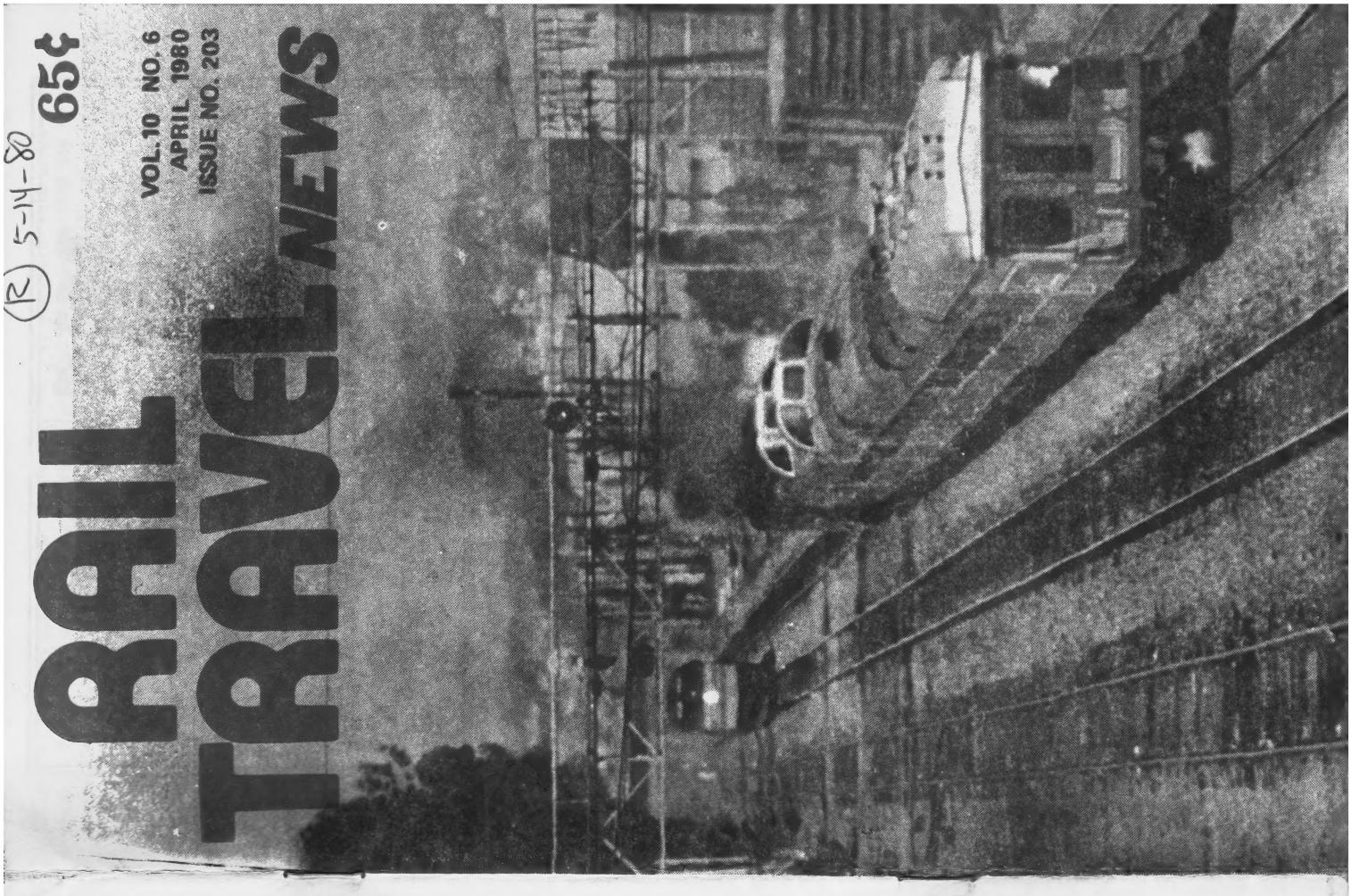

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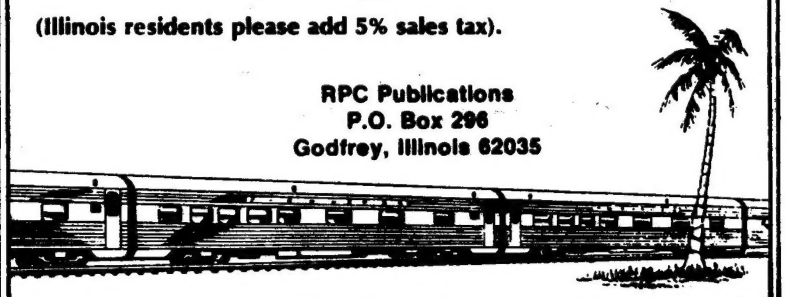

LETTERS

The exchange between Dr. M.D. Monaghan and my former colleagues on the NARP Board of Directors from Region XII bears interpretation.

There has been a distinct, if amicable divergence of opinion among the Board members concerning NARP's proper role. Dr. Monaghan and I have been among the faction that sees NARP in an adversary position. For us, NARP's one and only constituent is the consumer; "good" relations and "good feelings" with Amtrak management are of secondary importance. As many other directors, however, have seen NARP as a mediator between the consumer and Amtrak management; in their opinion NARP should take a middle-of-the-road position, trying as much as possible to maintain good relations with both Amtrak management and the rail passenger consumer.

Altho Dan and I sympathize with the latter philosophy, we reject it on the basis of Amtrak's performance. There is an old expression that sums up our philosophy: "Actions speak louder than words." Or, if you will: "Talk comes cheap." Having been burned so many times before, Dan and I simply find any unwarranted "chummyness" with Amtrak distasteful. The jury is still out on whether or not "less" trains will in fact turn out to be "more" trains and "better" trains in the future. We've heard that song and dance routine before, and sufgrievously for our patience and gullibility. Perhaps Alan Boyd did influence the salvation of the CRESCENT and SOUTHWEST LIMITED out of altruism; more likely it was maintenance considerations in the case of the former (Atlanta has no facilities, necessitating daily service if Amtrak were to use its yards in New Orleans), and bad track that saved the latter (the CITY OF EVERYWHERE would have been subject to gross delays). Enter the energy crisis and presto!--the ridership figures on both trains were too great to ignore.

Indeed, I stood right at Mr. Boyd's elbow on Feb 1, 1979 when he announced to reporters at the inauguration of the Amtrak CRESCENT that some of these fine old trains would simply have to go; there just wasn't enough equipment. When I brought up the possibility of converting older cars to head-end electrical power, the look on Mr. Boyd's face could have killed. "But you have no choice, right?" I replied. "Yes," he snapped back, then stalked off. "We have no choice." Nor did Mr. Boyd clarify to the reporters present that DOT's projected 9% loss in ridership translated into a full 20% loss in passenger miles. In either case, praising Alan Boyd for saving the very stuff of his corporation is like thanking your doctor for performing surgery or your lawyer for writing your will. If Alan Boyd didn't want to run passenger trains, he had no business accepting the presidency of Amtrak in the first place.

Before NARP gives <u>any</u> endorsement, the Directors must ask themselves honestly: "Why are we really doing this? Is this endorsement necessary or warranted, or are we just making it to feel good?" All of us have known the feeling of being duped, of recognizing, the morning after, that we have been fooled. Words can be used to inform; they can also be abused, in which instance they become weapons to muddle thinking rather than encourage it. I was not at the Denver meeting; my suspicions in support of Dr. Monaghan are aroused by the wording of each resolution. God knows that I too am all for getting "on with the job of building a better Amtrak." But shorn of the rhetoric, what does this mean? Boosterism may have its place--it may make everyone "feel good," but like Dan Monaghan I prefer to wait until the verdict is in. Let's see how Amtrak actually runs its trains over the next two years before we forgive the prodigal son all his sins in one fell swoop. Ditto for Alan Boyd. Pass the resolution <u>after</u> he has made good on his promises; judge him on his performance and not before. Seek Amtrak's respect; whether or not members of management also become your friends is beside the point. Or, to borrow another phrase, this time from the musical "My Fair Lady": "Don't talk of trains, show me!"

In retrospect, this mess is just another example of our desperate wish to believe that Amtrak is <u>really</u> trying this time, that after nine years of foot-dragging, duplicity, and downright lies, under Alan Boyd things really will be different. But what if the opposite turns out to be the case? Where is our

THE COVER STORY

The Amtrak domeliner SAN FRANCISCO ZEPHYR has just left Oakland and is running thru Emeryville CA at 12:30pm on March 24 as it meets train 711, the SAN JOAQUIN, about to arrive Oakland from Bakersfield. The ZEPHYR on this occasion carries two dome cars and no fewer than two observation cars--SP business cars "Oakland" and "Airslie" which are headed for Sparks, Nevada. A white-shirted gentleman occupies the rear platform of the "Airslie". Telephoto by RTN.

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Published twice monthly by Message Media, P. O. Box 9007, Berkeley CA 94709. Subscription $15.00 per year; single copy 65¢. Overseas and institutional rates on request. STAFF: James Russell, Editor. Paul Rayton, Editor-at-Large. Regional Correspondents: Peter Putnam Bretz, Southern California; James Feeney, New York; Jack Ferry, Illinois; Adron Hall, Mississippi; Kenneth Maylath, Maryland; Peter Roehm, Massachusetts.

credibility then? Sure, we were going to lose the Melcher Amendment, but so what--we've lost before. Principle was also at stake. If NARP felt a compromise was in fact necessary, the time for compromise was before our supporters in Congress--however much in the minority--took up our cause. Now, I agree with Dr. Monaghan, they will think long and hard about rising to our defense again, and well they should.

Which, in conclusion, brings me to a vitally important lesson in political science--namely, that the regulated will always try to capture the regulators. We saw this happen during the 1960s as the railroads "captured" the Interstate Commerce Commission, which then approved massive train discontinuances. In the same vein, Amtrak would benefit immensely if NARP's desire to get along with Amtrak management turned into an obsession. Dan Monaghan may not express this fear very tactfully, but he is absolutely right. Let it be known that NARP's priority is mediation instead of consumer activism, and NARP is through. Neither side respects a mediator; it's one or the other. NARP made a mistake, and now apologies to the consumer are in order.

Alfred Runte, Former member, NARP Board of Directors, Region XII; Outgoing director, Region IV
Baylor University, Waco, Texas

Your issue no. 201 with its story on Amtrak's Corridor Report was most interesting. Amtrak and the Federal Railroad Administration studied 13 rail corridors and it seems highly peculiar that the bureaucrats did not mention the Pittsburgh-Cleveland corridor. And are these corridor studies just to soothe the rail-using citizens until after the fall elections? After that, zilch?

Henry R. Korman
Longview, Washington

Why is Amtrak combining ridership figures of the SAN FRANCISCO ZEPHYR and the DESERT WIND? Are they inflating the figure to make it look like the ZEPHYR is carrying more passengers than the SOUTHWEST LIMITED? If they do this, they might have justification for discontinuing the SOUTHWEST LIMITED at a later date. This is the type of flim-flam tactic that was used last year to discontinue five trains. Or perhaps Amtrak is embarrassed that the DESERT WIND is carrying fewer passengers than some of the discontinued trains.

William Sievers
Philadelphia, Pennsylvania

SENATE MAY CUT AMTRAK BUDGET 35%

The Senate Budget Committee, chaired by Sen. Edmund Muskie of Maine, has recommended that the Amtrak budget for fiscal year 1981 be cut by 35%, reducing it by $351.8 million.

Amtrak's budget request for FY 81 was $1,001,800,000. The recommended cut would reduce that amount to $760,000,000. While the committee recommended $760 million in Amtrak's budget authorization, it recommended $660 million in actual outlays for the next fiscal year. The committee's figure is $185 million less than originally proposed by the Administration in January, and $135 million less than the Administration's current proposed level. The committee also proposes to cut Northeast Corridor funding by $105 million.

Amtrak said that if its budget is cut by 35% it will have to cut one-third of its route system out. The rail corporation also said that no new cars could be ordered beyond the Superliner cars already on order, and the electrification program for conventional cars would be "killed". In addition, Amtrak indicated, the loss of funds would not allow it to comply with pollution control regulations or with the need to provide rail access for handicapped passengers, and delays in station improvement programs would be required.

Besides these proposed cuts, the Administration has recommended a $50 million cutback in Amtrak's capital budget and a $50 million cutback in the NE Corridor project for FY 81. The Senate committee's proposed cuts come on top of the Administration's proposed cuts. The cuts are the result of President Carter's March 14 call for reductions in federal spending to try to control inflation.

Senator Muskie has been highly critical of Amtrak in the past. (His home state, Maine, has no Amtrak service.)

EMERGING CORRIDOR LEGISLATION FARES BADLY

Altho the House of Representatives on Mar 31 overwhelmingly voted money for further development of the 13 "emerging corridors"--the vote was 266-84--as of Apr 11 not a single Senator had yet introduced an "emerging corridors" bill. On that date the National Association of Railroad Passengers called on its members to contact their Senators saying that they want the Senate to support "EC" legislation and to oppose any budget cuts for Amtrak. NARP pointed out that "EC" improvements will also benefit many long distance trains. NARP expressed alarm at an "unprecedented wave of anti-public spending now gripping the nation's capital" and the fact that this wave threatens more train discontinuances and Amtrak cutbacks.

EDITORIAL

★★★ GETTING ON WITH THE JOB ★★★

The Letters section of RTN has recently carried a great deal of debate over the actions of NARP Directors at their Denver meeting last October. We were not present at that meeting, and what information we have is second and third-hand. We feel that it was a mistake for NARP to have passed the resolution that it did, discontinuing its efforts at seeking an Amtrak route freeze. NARP could have discontinued its efforts that it saw were futile without passing a formal resolution.

But the blame must be shared by Amtrak's Clark Tyler, who had no business pressuring NARP as he did. The results show that Tyler is an extremely effective politician. He can be a strong force for passenger trains if he keeps his priorities straight.

But now it is pointless and self-destructive to castigate NARP and threaten to boycott it because of one error. We must not throw out the baby with the bath water. We need NARP because it is the only national lobby that ceaselessly pressures legislators in the interests of passenger trains.

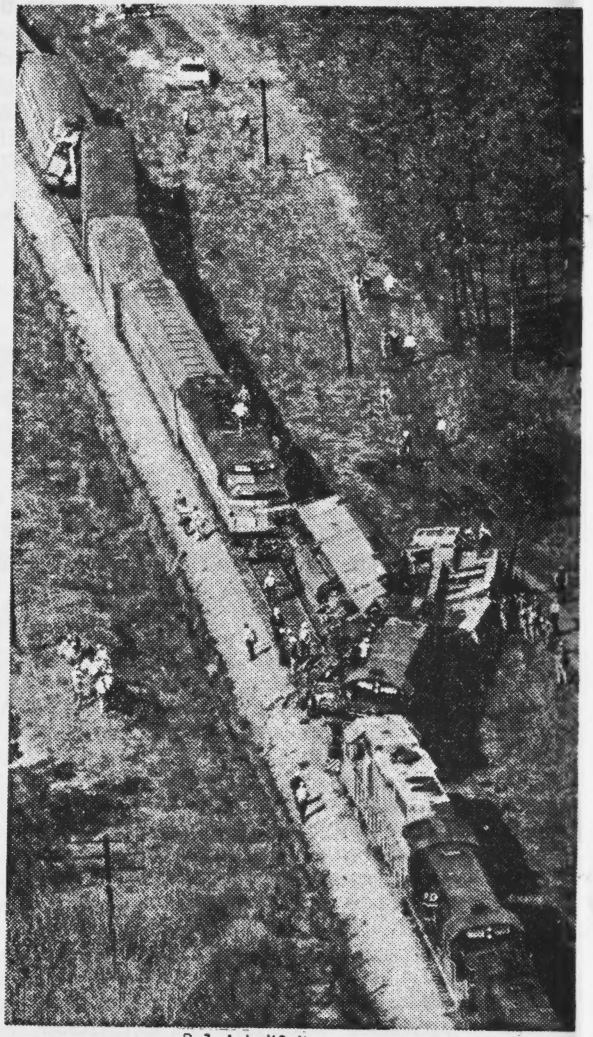
Once again, incredibly, Amtrak is faced with severe budget-cutting challenges. We would like to urge everyone to get behind NARP to fight the insane anti-passenger train lobbyists in Washington. It seems that we will always need a NARP because the anti-rail lobby is much bigger and richer than we are. As NARP Executive Director Ross Capon commented, "Sometimes it may seem a thankless task to have to keep 're-educating' budgeteers about our cause, but there are many improvements now in place as the result of past years' work. Hopefully, there will come a time when, as with the current highway-building program and Chrylser assistance, the rail passenger business will be so big that inertia and basic political pressures will keep it going."

Until that time, we'll need rail supporters to write their Senators and Congress-

men faithfully, and help support NARP and the regional associations. NARP's address is 417 New Jersey Ave., S.E., Washington DC 20003. New-member dues are $10.

★SILVER STAR WRECKED IN N. CAROLINA

The northbound SILVER STAR, Amtrak train 82, collided head-on with a Seaboard Coast Line freight train at 7:35am about 4 miles north of Southern Pines NC, about 50 miles south of Raleigh, in a rural area, on Apr 2. As many as 127 people were injured, reportedly none seriously. There were 329 aboard the train. Both trains were running at about 20mph as they collided, emergency brakes having been applied on both, with the freight preparing to go into a siding to allow the passenger train to pass. However, the Amtrak train had gone thru a red stop signal and was 3/4 mile past it when the trains hit. The weather was very foggy, and visibility was only 200 feet. Safety inspectors later heard that the SILVER STAR had just closely avoided a collision with a school bus at a crossing near the red signal that was not seen. SCL crewmen in the Amtrak engine were apparently distracted by the school bus and missed the warning light. The lights were found to be operating properly. Engineer J.E. Butts, 42 years with the SCL, and his assistant G.W. Edens, were suspended by the railroad pending an investigation. The cab occupants of both trains leaped to safety, the freight engineer breaking his leg in the process. The first engine of the two-diesel Amtrak train fell onto its left side, and the leading freight engine was knocked off the tracks but remained upright. At least two of the 18 passenger cars were heavily damaged, as seen in the photo. Many injuries occurred in the diner, which was serving breakfast. Most of these were from breaking china, hot spilled liquids, etc. Removal of injured passengers was slowed by the fact that the only access road was a one-lane, muddy road. Some helicopters were employed. Passengers were bused on from the wreck scene. The 106-car freight train was running as an extra. Amtrak had to use a make-up consist for the southbound train



Raleigh NC News and Observer photo by Jim Strickland

on Apr 3 out of New York, and that consist was cars 1258, 1421, 2685, 2816, 2537, 8003, 4420, 4595, 5660, 6007, 6017, 4411, 4416, 5603, 6029, 8300, and 2656.

RAIL CANADA

VIA TRANSCONTINENTAL TRAINS may get their arrival and departure times adjusted soon in order to provide better connections to Gaspe, Sydney, etc., and better times at Levis, Bathurst, and Newcastle. In the West, daylight runs in the Rockies would be favoured. Initial reactions from the CTC and from Transport 2000 to VIA's proposals have been favourable.

THE OWNER OF the 48 Expo (67) Express cars, Mr. Claude Baillargeon, according to an article in La Presse, believes that his transit cars could serve the Deux Montagnes and/or Mirabel Airport run. He says that they were built to be able to serve the CN tunnel (Deux Montagnes) line; and indeed, initial plans in the 1960's showed the Expo Express as running direct into Central Station in Montreal, but later an "auto-route" (Bonaventure) took precedence, and cut thru the area near MacKay Pier, where Expo Express and the CN would have linked up. Baillargeon would sell his train to the Quebec government for $15 million for the 48 cars. He adds $6.74 million labour at Canadian Vickers and $2.88 million for parts, including pantographs. Baillargeon is confident of recovering his $380,000 initial investment, plus $300,000 invested since then.

ONTARIO TRAVEL INFORMATION, including coach and train tours brochures, are available for the asking from Ontario Travel, Queen's Park, Toronto M7A 2E5. Most of the brochures are not available from travel agents, we are told.

ELECTRIC POWER INSTALLATION on VIA trains has been urged by Harry Gow, President of Transport 2000. He cited articles in RTN, the Regina Leader and elsewhere as proof of the need of head-end power equipment in Canada.

RAILWAY TRANSPORT COMMITTEE of the CTC was presented on Mar 10 a brief written by Transport 2000's Harry Gow concerning the CP Maniwaki Branch line, home of the (CP) 1201 steam excursions from Ottawa to Wakefield. T-2000 got the Commission to order CP to produce figures on steam excursion revenues and a report on the revenues for CP's slowness in getting revenue loads up the line. T-2000 urged: ski trains, continued steam trains, handling of wood pulp and various improvements. T-2000 holds that the line should be bought by the Province of Quebec and leased to a short-line operator who could make a profit out of all these activities, and give better service doing it.

LES GENS DE LA TERRE, a Montreal-area commuter group (along the Windsor Station-Rigaud line) is concerned about Quebec government plans to finance commuter rail as far as Dorion only, leaving the line from Dorion (mi. 23.5) to Rigaud (mi. 40) unserved. CP plans to reduce service from two trains to one on their part of the line soon. The group plans to join Transport 2000.

CN AND VIA hope to have an experimental improved Dayliner in operation between Prince Albert and Regina by Jun 8, according to newly-appointed project manager Robert Hall of Saskatoon. The Rail-liner will leave Prince Albert at 7am, instead of 4am, and other arrangements will be made to meet the westbound SUPER CONTINENTAL. It will not delay departure from Saskatoon towards Prince Albert if the SUPER is late, but other transportation will be provided for the connection.

NEW METRO LINE section is scheduled to open in Montreal about Apr 15. The line, west from Bonaventure (between Central and Windsor Stations) to Place St-Henri, will open a new area to direct access for railway passengers, and will permit passengers on the lengthy Agrignon line to make a cross-platform transfer at Lionel Groulx Station. This should help VIA, as formerly the west-to-east Metro access to Central and Windsor Stations was not nearly as good as that to the Voyageur and Greyhound terminals at Berri-Demontigny. In the north end of town a new line is being built to join the VIA-CP Park Avenue Station to the Jean-Talon Station.

URBAN-SUBURBAN TRANSIT

NEW YORK CITY without transit: hard to imagine, but such a situation began on Apr 1 as a transit workers' strike began, hitting 5.4 million commuters. The immensity of the problem was reflected in the many pages devoted to it in the New York Times on days before and after the deadline date. The Times editorialized the day after the strike began: "Baghdad on the subways was O. Henry's name for New York, compressing in a single phrase the exotic quality the city conveys to the rest of the country--and the centrality of mass transit to its character." The Long Island Rail Road, also affected, began running again on Apr 3. And the rest of the system began returning to work the night of Apr 11. Said a New York correspondent: "Thank God the transit strike is over! I was first aware that the buses were running again when an 86th Street crosstown woke me up at 4:45am Saturday the 12th accelerating with a broken muffler from its York Avenue stop. It was a pleasantly familiar sound that I had missed for 11 days."

BART TRAIN RIDERS had a ringside view of a derailment scene on the Western Pacific the night of Apr 9 and for 24 hours thereafter. Two crewmen ina caboose were killed when an Oakland-bound freight train derailed a short distance south of the South Hayward BART station, sending three diesel engines tumbling 25 feet off the tracks to a (fortunately unoccupied) highway underpass. The caboose was ahead of the 3 engines, as they were leading a train which was pushing a freight train ahead to assist it. It was believed that an emergency application of the lead train's brakes caused the caboose ahead to jackknife. The diesels caught fire in a massive blaze. The photo above was taken by RTN from the window of a BART train as the last freight car was being returned to the rails, which are about 50 feet from the transit line. BART trains ran on slow orders past the scene for about 24 hours.

BART WILL SOON get PUC approval to run trains closer together. The inability to run trains on short headways has hampered the system's effectiveness since its inception. The PUC has judged BART's safety to be inadequate under such conditions, but it now seems about ready to approve BART's newest apparatus for avoiding rear-end collisions. Approval will also mean the inauguration of thru Richmond-Daly City trains on a regular schedule. In other BART news, the system is asking for a 27% fare increase because of a projected $5.4 million deficit for Fiscal 1981.

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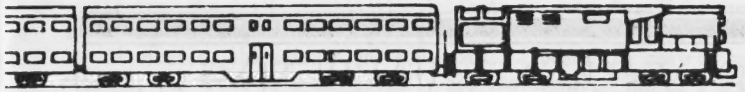

SP COMMUTE LINE revenue has jumped 48% since San Mateo County initiated discount tickets in 1977. 1979's ridership was up 31.9% over 1977, resulting in $2.2 million more in revenues, and showing once again that the way to get more riders and more money is to lower fares. There were 5,699,406 passengers on the San Francisco-San Jose line in 1979, compared to 4,319,973 in 1977. Officials hope that by Jul 1 a contract will be finalized for Caltrans and the counties involved to take over ownership of the rail line. (Photo below by RTN.)

WASHINGTON STATE FERRY system, the nation's largest, was shut down by a strike for 11 days, with service expected to resume the night of Apr 16.

LONG DISTANCE COMMUTERS, those who drive over 30 minutes each way to work, have higher blood pressure and are more irritable and tense than those who drive less, according to the recent findings of a UC-Irvine psychologist.

NEW YORK COMMUTERS are starting to hoard tokens, reports the Wall Street Journal. If fares rise and the tokens aren't changed, they could get some bargain fares. There are now 35 million tokens in circulation.

OXNARD TO LOS ANGELES commuter service is one of the plans being worked out by Caltrans. The department expects to use the now-idle EL CAMINO rail equipment once purchased for the SAN DIEGAN line. Caltrans hopes for arbitration on the problem.

NORTH WESTERN STATION in Chicago failed in its bid for designation as a historic landmark by the Illinois Historic Sites Advisory Council, as noted earlier. However, the Chicago Commission on Historical and Architectural Landmarks in early April voted unanimously to recommend that the city council give it landmark status. Doing so would preserve it from demolition in favor of a combination rail terminal-office building.

CALIFORNIA'S MARIN COUNTY, known nationally as the home of the hot tub, has been considering mass transit options. Voters in the county in early April defeated a proposed one-half cent sales tax rise to expand mass transit. Planners have been eyeing the Northwestern Pacific rail line in the county, and owner SP wants to abandon the line gradually. The county would like to acquire it as SP eliminates it, and a commuter train line between the Larkspur ferry and Novato is being discussed.

THE HONOLULU DEPARTMENT of Transportation has called for bids on the design of an 8.4-mile rapid transit line. The line would be the first section of a planned 23-mile system.

SAN JOSE AREA'S "Guadalupe Corridor"--from Santa Clara thru San Jose and south to Almaden Valley, a distance of 16 miles--is being studied as a rapid transit corridor. UMTA has given the county the go-ahead to start planning on it, leading local officials to believe that the DOT agency will fund construction of the system after planning is completed in 1982.

SAN FRANCISCO MUNI system raised its basic fare from 25¢ to 50¢ on Apr 1, and AC Transit in the East Bay is asking for a similar basic fare starting July 1.

ORANGE COUNTY, CALIFORNIA supervisors are putting on the June ballot a measure that would make it possible for the state to fund rapid transit projects in the county.

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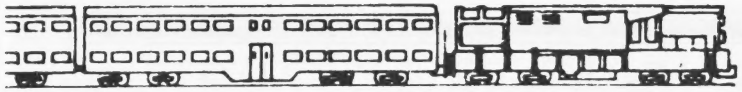

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SAN JOSE AREA'S "Guadalupe Corridor"--from Santa Clara thru San Jose and south to Almaden Valley, a distance of 16 miles--is being studied as a rapid transit corridor. UMTA has given the county the go-ahead to start planning on it, leading local officials to believe that the DOT agency will fund construction of the system after planning is completed in 1982.

SAN FRANCISCO MUNI system raised its basic fare from 25¢ to 50¢ on Apr 1, and AC Transit in the East Bay is asking for a similar basic fare starting July 1.

ORANGE COUNTY, CALIFORNIA supervisors are putting on the June ballot a measure that would make it possible for the state to fund rapid transit projects in the county.

HOOSAC TUNNEL HAPPENING

by Kevin J. Gregoire

The Mystic Valley Railway Society of Boston chartered a special Massachusetts Bay Transportation Authority train to run from North Station in Boston to North Adams in extreme northwestern Massachusetts on Saturday, March 29. It was to follow the route of the daily Boston-Gardner commuter trains, then beyond, using the freight-only Boston and Maine line across northern Massachusetts thru the 4.75-mile Hoosac Tunnel before arriving in North Adams in early afternoon.

At that point the 450 Boston passengers would detrain, have dinner at the Sheraton Inn, be treated to a slide show about the Hoosac Tunnel construction, watch a railroad movie, tour an old ex-Pennsylvania P-70 coach, tour the Heritage Park revitalization district which will house the Tunnel Museum, and reboard for Boston. While all this was going on, about 900 locals, including myself, who were fortunate enough to be holding tickets, would be treated to a couple of roundtrip shuttle rides thru the Hoosac Tunnel and back.

Saturday was a miserable, rainy day as I left my house and drove along the old Boston and Albany main line where a week earlier RTN correspondent Pete Roehm and I had been treated to a cab ride in an F40 locomotive on Amtrak's LAKE SHORE LIMITED from Rensselaer to Pittsfield returning from a NARP meeting in Toledo. I turned north on route 8 which parallels Conrail's North Adams secondary track. North Adams was buzz with activity, as the advance publicity by Museum Director Lew Cuyler had been very effective. On Wednesday the MBTA had run a special test train to North Adams with Gene Skoropowski, MBTA commuter rail operations chief, NARP Board Director, and RTN reader. Thursday's North Adams Transcript newspaper had a front-page story and picture. Originally only one shuttle trip was planned, but when tickets sold out in 20 minutes, a second run was added, this selling out just as rapidly.

I went directly to the Sheraton Hotel to watch Lew Cuyler's excellent slide show presentation on the Tunnel's construction and history. Then I met old friend Carter Terrenzini who until recently had been Economic Development Commissioner in Pittsfield. He and I had been working on a downtown Amtrak station when a change of Mayors caused him to shift jobs. Presently he is working in Gardner to develop a downtown bus/rail transportation center in conjunction with their commuter rail service.

Since the train was reported running late, Lew decided to move outside to entertain the potential passengers in the pouring rain. After a brief talk about the tunnel, he asked me to take the microphone and address the crowd about the train itself. Thoroughly soaked, I described the MBTA train as consisting of an F40 locomotive, four blind trailer coaches, and a control trailer coach. The locomotive would actually be pushing the train from Boston, but the train would be operated by an engineer in the cab of the control trailer coach. Moving in an easterly direction, the engineer would merely shift his position back to the locomotive. This push-pull setup is the best of both worlds. It is as flexible as a self-propelled rail diesel car, not requiring expensive turnabout facilities but offers the lower maintenance costs of a coach operation as opposed to the higher costs involved with several self-propelled cars.

The coaches were built by Pullman-Standard, patterned after those built for the former Erie Lackawanna service in northern New Jersey. They are flat-sided with Amfleet-sized windows, having a brushed aluminum finish and a purple band running along the car at window level, bordered by two narrow yellow stripes. A distinctive black "T" in a white circle identifies the owner. The cars get their power for heat, light and air conditioning from the 480-volt alternator in the locomotive.

Finally, the track circuit signal lights up and a headlight appears in the fog as the B&M passenger extra creeps slowly into the improvised station. In a matter of minutes, 450 detrain and 450 board. I board the control car in hopes of reaching the front so I can actually see the tunnel. The cars are roomy, bright, warm and dry--a pleasant change on this soggy afternoon. The seats are an attractive blue vinyl material, and they reverse easily for quick turnarounds. The floor is an easily cleanable black rubber material.

I work my way up front with little resistance, with almost no one in the cab. The door to the engineer's compartment is left open, so I take my position by the window. A couple of pretty teenage girls from Hoosac Valley (not Tunnel) High School come back to observe, and as we near the tunnel more railfans come along. Soon there are about two dozen of us in the cab as we cross the bridge over the Pittsfield secondary track. All along the way, dozens of railfans with cameras line the route despite the steady rain.

At the west portal of the tunnel, about 50 photographers capture our train entering the bore. The tunnel was originally double-tracked, but there is now one track directly in the middle with welded rail and thick ballast. Luckily, the high beam headlight of the control trailer has been left on as we watch from our improvised observation car the interior of the tunnel roll by. At the western end the ground was so soft and mushy that it was necessary to line the whole interior with brick as excavation progressed to keep it from caving in. Last summer, steel liners with concrete backing were installed in some especially weak sections. These shine brilliantly as our headlight strikes them.

About a mile in, the brickwork turns to rock, as the mountain is solid here. The tunnel mouth is rapidly disappearing into a pinprick of light, as a book about the tunnel is so aptly named. About 2½ miles in, the light disappears. We've now passed the divide between the Hudson River watershed on the west and the Connecticut River watershed on the east. It's amazing to think that in the 1800's the two headings met with an error of only nine sixteenths of an inch. One rider speculated that if the Northeast Corridor reconstruction group built the tunnel, both bores would miss by at least a mile, and two tunnels would result.

All too soon, we're emerging from the other end at the east portal. About 100 photographer-railfans are here, even tho the fog has thickened so that it is difficult to see the valley as we pass over the Deerfield River bridge and pass the controlling signal.

The engineer walks back to the control car, as expressed amazement at the number of people who are in his cab. We give him some room to get in, and he starts moving the train as the signal turns green.

As we enter the tunnel, a woman informs us that we'll be stopping in the middle of it, turning off all the lights, and holding a seance to try to communicate with the ghosts that supposedly inhabit this tunnel. Since nearly 200 persons lost their lives during construction (no Occupational Safety and Health Administration around then), local legend has it that ghosts still inhabit the area. I decide to refrain from communication with the spirits, thinking it nearly as frustrating as dealing with the anti-rail establishment in Washington. We stop anyway, turn out the lights, and wait. Alas, no ghosts appear. No doubt they were frightened away by the presence of over 1300 people in one day, or choked by the diesel fumes of our high-idling F40 locomotive. Anyway, we put on the lights and move forward thru the smoke we've created, which has a rather ghostly effect on the interior of the tunnel. Back at west portal, we emerge into a driving rain and arrive at the impromptu station for 450 more to board.

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RIVERSIDE / SAN BERNARDINO TO LOS ANGELES COMMUTER RAIL STUDY

A condensation of a press statement by Caltrans director Adriana Gianturco at Los Angeles Union Station April 10

Caltrans has studied the existing rail corridors between the Riverside/San Bernardino areas and Los Angeles, and we have decided to develop two separate routes to serve the needs of commuters and other travelers in Riverside, San Bernardino and other communities along the routes to Union Station in Los Angeles.

The map shows the two commuter rail corridors we intend to implement. One corridor would use Santa Fe railroad tracks to link San Bernardino, Fontana, Upland, Pomona, Glendora, Azusa and Monrovia with Los Angeles' Union Station. A second corridor, using Union Pacific railroad tracks, would provide passenger service from San Bernardino, Riverside, Ontario, Pomona, Rowland Heights, the City of Industry, Pico Rivera, and East Los Angeles to Union Station.

Caltrans' preliminary plans called for developing a single commuter rail corridor to serve the Los Angeles to Riverside/San Bernardino areas. However, a recently completed study by the Department concluded there is sufficient demand and support for developing two commuter rail corridors to help meet growing mass transportation needs in the area.

Our experience with all of the existing passenger trains in California shows a growing demand for expanded rail transportation--and we are committed to a program which responds to this demand, both for intercity and commuter rail services.

The schedule we plan to implement calls for two trains to operate on each of the two corridors during the week, for a total of four westbound morning trains and four eastbound late-afternoon trains. We have coordinated the proposed train schedules to match the San Bernardino busway schedules at peak commuter hours.

Generally speaking, trains will pull out from the San Bernardino and Riverside stations between about 5:45 and 6:30 in the morning. On both routes, trains will arrive at Union Station at about 7:35 and 8:10am. In the afternoon, trains will depart from Union Station at about 5:15 and 5:45pm and will arrive at San Bernardino or Riverside at about 6:45 and 7:30pm.

When the Los Angeles to San Bernardino and Riverside trains begin rolling, we expect that nearly 4000 people will ride each weekday. We expect that this will eliminate about 80,000 miles of driving in private automobiles daily. These are very conservative estimates which will undoubtedly increase as gasoline costs continue to escalate.

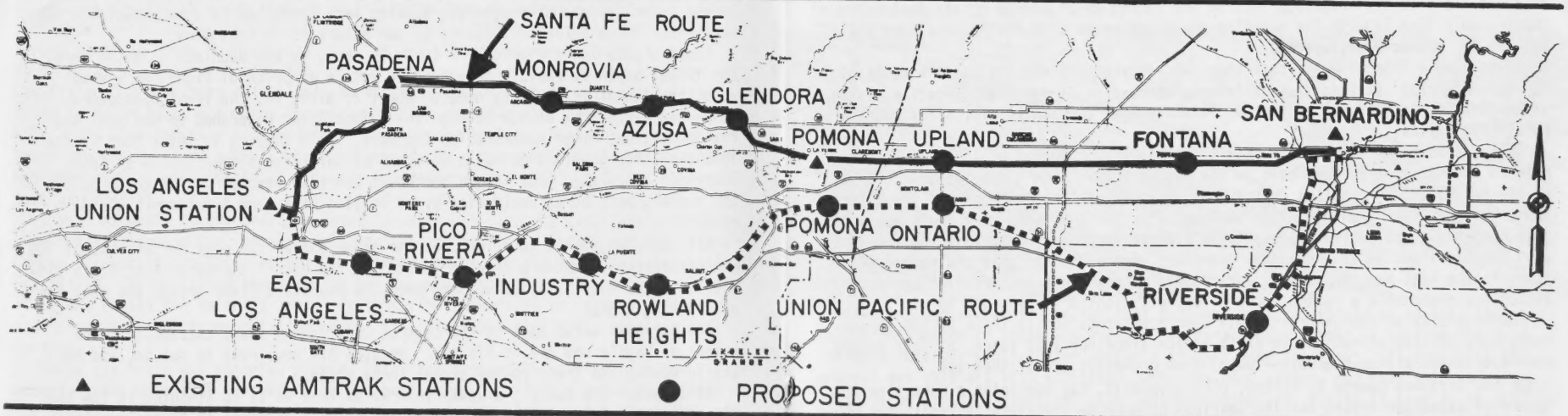
We think the fare structure we are proposing will be extremely attractive to those commuters now paying $1.30 or more per gallon of gasoline. Monthly passes for travel from San Bernardino or Riverside to Los Angeles will be about $85. This compares very favorably to the cost of operating an automobile over a similar distance, especially considering the current costs of gasoline, insurance, maintenance and depreciation. Our proposed fares may need to be revised upward by the time the new commuter services are actually started, but the fares will be substantially less than the costs of automobile commuting.

The new commuter rail services will be funded primarily under the terms of Senate Bill 620, signed into law in 1979 to provide $350 million for the development of mass transit programs in California over the next three years.

Our estimate of first-year capital costs, which apply to such items as station improvements and the purchase of equipment, is $4,325,000 for both corridors. First-year operating costs for the new commuter service are estimated at $3,708,000.

Altho state financing currently available for the Riverside/San Bernardino to Los Angeles service is not sufficient for the operation of both lines, we expect to identify additional funds from other rail projects which may be delayed due to legal challenges or other similar extraneous problems. If no monies are available from other projects, we feel confident that there is sufficient local support to seek additional funding thru the legislative process.

To speed the implementation of these proposed services, today I have sent a telegram to Amtrak officials notifying them of our recommendations, and informing them that we will ask them to operate the commuter services for a 3-year demonstration period. We hope to receive a prompt response from Amtrak, who in turn would



then request the Union Pacific and Santa Fe railroads to allow passenger services over their tracks. Despite the hesitancy of the railroads to allow such operations on other lines, we hope to come to an agreement with them that will allow implementation of the needed commuter services as quickly as possible. The new trains could be operating as early as mid-1981 if the Santa Fe and Union Pacific cooperate with Amtrak on implementing the services. We at Caltrans will take whatever action is necessary to put these trains into service.

We have received tremendous support locally for developing the San Bernardino and Riverside to Los Angeles commuter rail services, and we think these trains will eventually become a very important link in the overall transportation system for this area.

TRANSPORTATION IN THE MEDIA: THE BIG RAILS VS. HIGHWAY DEBATE

It is a time of great uncertainty in our nation. What path are we taking toward the future? Will we be able to control our destiny? Which way will the world economic situation swing? Who will be our next president? Behind all these questions lies the knowledge that we are indeed in an energy crisis that is inextricably tied in with the question of war or peace with the Arab nations and that of our economic well-being.

It is also a time of great challenge, of lobbying and working for the shape of our future world. It is a time of intense discussion of our transportation system, of how transportation will expend our future energy and how it will affect our personal life styles.

There seems to be a general belief circulating that trains will play a larger role in our future than they have in the recent past. Didn't President Carter say at the height of the gasoline crunch last summer that "trains represent the future and not the past in transportation in America"? But a move to more train use won't just happen automatically. It has to be planned for and programmed in by the decision makers of our nation. And the guardians of the unacceptable status quo will fight to the last man to preserve our present unbalanced transportation system, no matter how reasonable a switch to more fuel-efficient travelappears to be.

The intensity of the general debate over transportation is shown by the appearance, more or less at random, in RTN's office since our last issue, of four essays and reports on rail-vs-highways--two of them pro-rail, two of them con.

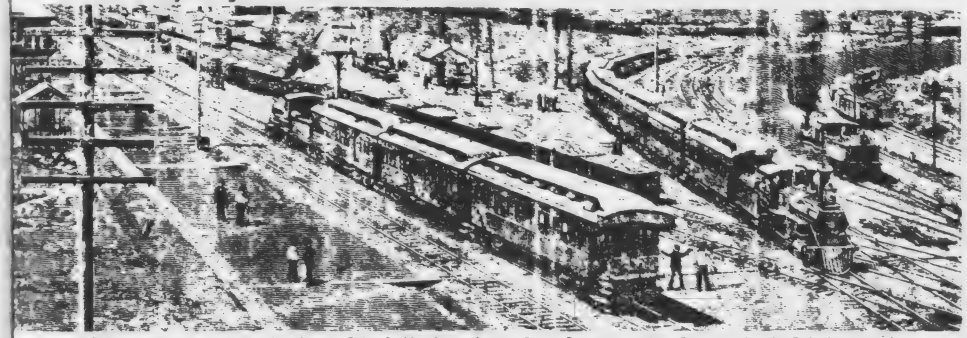
■ The infamous George W. Hilton, UCLA economist, has completed a report on the future of passenger trains for the American Enterprise Institute in Washington DC. Those who know Prof. Hilton's previous writings have one guess as to his conclusions. Since Hilton has been trying verbally to kill off passenger trains for over two decades, it takes no great imagination to predict his findings. One quote: "I don't know how long it will take, but it cannot go on indefinitely. It will get so expensive to move people by train that Congress eventually will give up." But George Hilton will never give up, presumably, until his car runs out of fuel and he is forced to ride Amtrak. A major flaw in his work is that the statistics he used are dated. He used 1976-77 data, but this is 1980 and it's a whole new ball game.

■ Next we have an article in "Next"--the first issue of a slick-paper magazine purporting to give us a "look into the future". This is the March-April issue, at $2 each or $12/yr, published by Next Publ. Co., 708 Third Ave., New York NY 10017. The article, "The car--Is there any other way to go?" by Ben Pesta, is as sloppily written as it is beautifully illustrated. The sloppiness lies in its one-sided comparisons, in what it omits in its rush to soothe the automobile fan into believing that there is no future for rail transit, but an ever-increasing future for automobiles.

Pesta quotes another Southern California economist, Charles A. Lave of UC-Irvine, as concluding that BART actually wasted energy because it will take 535 years of BART use to make up for the energy used in its construction. Now, nowhere does the article talk about the energy used to build highways. It sort of makes the assumption that highways are already out there--just a gift from God, probably. The article closes with some data projections from the Office of Technology Assessment (from "Assessment of the future characteristics and use of the automobile transportation system", Oct 1979). The OTA predicts that from 1975 to 2000 the number of cars in use in the U.S. will increase 54%--from 96 million to 148 million. And the number of highway deaths will go from 46,000 to 64,000 annually--an increase of 39%! At the same time, annual mass transit rides will increase from 5.6 billion to 6.5 billion, a rise of 16%, but the entire mass transit increase will occur by 1985, and transit ridership will remain unchanged for the next 15 years.

How on earth could we ever accommodate 54% more autos without 54% more highways? And don't highways take a lot of energy to build? How will the cars get fuel?--according to Pesta the development of more efficient engines and of electric cars will take care of that little problem.

But projections like this usually have in them the seeds of their own destruction. How in the wide be-lovin' world (as Pogo would say) would people ever accept a 39% increase in highway deaths? A little piece of data like that popped into the article without further comment from the author tips one off to the conclusion that this is not the way to go for the future.



RTN long ago stated its belief that national policies should be to hold the automobile population in check--no further increase in the number of cars on the road. The auto industry won't suffer, because it will have its hands full replacing the present gas guzzlers with efficient vehicles. And anyway, the U.S. auto industry seems to be facing extinction, with Japanese technology taking it over as it did the optics and electronics industries, so that a further proliferation of autos won't help the U.S. economy.

■ The two pro-train essays come via the alternative press. The first appears in the quarterly magazine Seriatim--Journal of Ecotopia (122 Carmel, El Cerrito CA 94530; $2.50 each, $9/yr), issue no. 10. The article, "Return of the rails", by Mark Richards, is enticingly illustrated with photos of weird rail technology and Supertrain TV shots, but unfortunately is a little flaky, tho well-meaning. The author envisions an Ecotopian Railway Network running in "Ecotopia" (Northern California to British Columbia) by 1990. The Ecotopian Railroad Network "wants to rebuild the railroads on the North American west coast into a railnetwork second to none". You can get on ERN's mailing list by writing PO Box 785, Fairfax CA 94930.

■ The most pleasing of the four sources is an article "Light rail--How to make it work" by Christopher Swan, in CoEvolution Quarterly (no. 25, $3.50, $12/yr, published by POINT, Box 428, Sausalito CA 94965--the publishers of the Whole Earth Catalog). Tho Swan's approach is also utopian, he is more thoughtful than Richards, and one of the best parts of his article is his pointing out that the height of our transportation system came in the late 1930's, when there were many more transpor-

tation options than there are now. He has interesting ideas about local ownership of rail equipment, operating on government-owned rails, and he recognizes the need for inter-modal coordination of transportation. He looks forward to 1990 when "we have decreased our auto use by almost half. We use less than 50% of the energy now used for transportation. Many electric railroads, mopeds, and automobiles are solar powered, and horses are a common form of rural transportation. Fewer people are killed or injured in auto crashes, and we have a more integrated, flexible, and efficient transportation for less money, energy and time." That we could use.

Mixed Train of Thoughts

AMTRAK FARE INCREASES effective Apr 27, reported here earlier, will run 7% on most trains, Amtrak said, with some 10% increases on "selected segments" of routes. Amtrak said that it is paying 75% higher fuel prices than a year ago, and is also following the Congressionally-legislated requirement of increasing its ratio of revenues to expenses over the next several years. The excursion fare discounts that were scheduled to expire in May will be extended thru Oct 25, however. These discounts apply to many medium to long-distance trips, and range from 15 to 30% off the roundtrip fares. They do not apply to accommodation charges. Amtrak said that some commuter tickets and selected long-distance trips will be exempted from the increases.....

AMTRAK SHOULD HAVE the fare-setting flexibility that the airlines do. This month some airlines made news with cutrate $69.90 Chicago-San Francisco and San Francisco-Hawaii fares. It's crazy that Congress requires Amtrak to keep raising its fares. While the airlines are private companies, they receive under-the-counter government subsidies too, in the form of airport building, air traffic control services, aircraft research, etc. At the present time Amtrak doesn't even have a Rail Pass for U.S. users. Canada still has its Canrailpass for Canadian as well as foreign users. A Minnesota reader notes: "Amtrak is going to establish a de facto first class fare system. Since roundtrip fares will apply to coach only, sleeping car passengers will pay double one way for a roundtrip ticket. The difference between double one-way and the coach roundtrip cost will be in effect a "first class" surcharge for which the traveling public will receive nothing in return." For example, the "surcharge" between Chicago and Minneapolis would run about $12.00.....

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THE LRC TRAIN (pictured on our cover last issue) will NOT make its Amtrak debut on the West Coast, but rather on the Boston-New York run. The plans to try it out first on the BN line from Vancouver south were killed when the PACIFIC INTERNATIONAL went on the DOT's "hit list" last year. In addition, the BN refused to run any trains at higher than existing speeds without increased liability costs. The LRC trainset tested in Canada at 90mph speeds will be tried at up to 125mph in the NE Corridor until June or July, Amtrak said. It will be first sent back to the manufacturer for some corrections and then deadheaded on the MONTREALER to New Haven, where tests will commence soon.....

THE SUPERLINER CARS now total 96, as of Mar 31. There are 2 baggage-coaches, 82 coaches, 7 diners and 5 sleepers accepted by Amtrak so far. Superliner sleeper "Edward L. Ullman" has the showers in operation in the deluxe bedroom accommodations. If they are deemed successful there, they will be used in other Superliner sleepers.....

THE TRUK-TRAIN PLAN has been killed by the Federal Railroad Administration. On Apr 8 the FRA withdrew all federal support for the proposed project. It had

been the brain child of an Orlando FL attorney who planned to haul trucks from Washington to Florida the way Auto-Train hauls cars and their drivers (see RTN 197)..

THE BROADWAY LIMITED got its second set of electrified equipment on Apr 3. The third and final set was scheduled to go into service on Apr 17.....

A CAMPAIGN TRAIN of Amfleet cars to back Reagan for president is tentatively scheduled to run in the San Joaquin Valley, between Merced and Bakersfield, on May 10.....

THE SOUTHERN PACIFIC'S Huey P. Long Bridge at New Orleans was knocked out of service on Apr 2 when it was hit by a crane on a barge. At 1am on Apr 5 the westbound track was restored to service. Presumably the SUNSET LIMITED was affected by this disruption. But it was also affected by an SP freight derailment between Shaw and Malvado TX that happened at 3:01pm on Apr 7. Train 1 of Apr 7 was terminated at Del Rio and the equipment turned to become train 2 of the 6th, while train 2 of the 6th stopped at Sanderson and was turned to become train 1 of the 7th. Passengers were bused between the two stations. The track was restored at midday on Apr 8.....

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NO DOME CARS have as yet been put into Amtrak's head-end power rehabilitation program. Amtrak said that no specific plans for electrifying any domes have been made yet, but that eventually it is likely that they will.....

THE CHESSIE SYSTEM had a freight crash last Feb 12 in West Virginia in which a woman engineer was killed. Two freights had collided, and investigations have now concluded that the crew of the eastbound freight was at fault for not following radio instructions. The railroad has fired the engineer and conductor of the eastbound train, and placed a flagman on suspension. At the time of the accident, one of the freights was going into a siding to allow the eastbound SHENANDOAH the right of way.....

SAN FRANCISCO ZEPHYR detoured via UP and WP both ways between Alazon and Ogden via Salt Lake City on Apr 5 when the SP track was blocked by a freight derailment at Strongknob, Utah.....

THE COAST STARLIGHTS were blocked by an SP derailment between Mott and Small CA, near Mount Shasta the afternoon of Apr 9. The southbound train stopped at Mount Shasta and the northbound at Dunsmuir, and passengers were bused between the two trains, which were turned.....

SANTA FE FREIGHT train hit a house on the tracks in Highland Park section of Los Angeles at 2am on Apr 3. The house was being moved, and the planned movement across the tracks took longer than expected. The building was demolished.....

★ ★ ★

FREIGHT RAIL SERVICE ended between Wassaic and Millerton NY on the Harlem Valley line in early April. Thus ended the likelihood of an early resumption of passenger service extending north from Dover Plains NY. The service termination, after 128 years, was decried by Lettie Gay Carson, head of the Harlem Valley Transportation Association. The state ended its subsidies to the line on Mar 31, as well as to the Malone branch, from Malone to the Canadian border.....

BAHAMA CRUISE LINE will use the ADIRONDACK and the MONTREALER as "Boat Trains" in conjunction with its one-way cruises between New York and Montreal. A passenger can travel between the two cities for $20 vs. $70 by air. Information from 747 3rd Avenue, New York NY 10017.....

TRAVEL SCENE MAGAZINE in the official airline guide, Apr 15 issue, carries an article about Amtrak's Superliners.....

NEW YORK TIMES carried an insert in its Apr 13 edition called "Travel Times". It featured VIA Rail Canada tour ads over 10 of the 20 pages of the brochure. We didn't see it here, as it was not in our edition.....

GENERAL ELECTRIC COMPANY has signed a 10-year contract to supply 60-100 diesel locomotives yearly to National Railways of Mexico.....

THE INTER-AMERICAN had service between Temple and Laredo TX curtailed from Apr 1 to 15 because of MoPac track repairs. During that time the train did not split in Temple, but went on to Houston as a single train. One Amdinette was used on the train during that period. Normally, one Amcafe and one Amdinette are used.....

A CANADIAN TRIP taken by an RTN reader produced the comment that the new Reservia system is working, despite grumbling by users and operators. In 4100 miles of travel he had not one mixup or double booking of reserved space. He added, "I was very impressed by VIA's Pullman service, food service, and helpful personnel. Connecting trains and boats connect, schedules are kept, and all equipment is clean--even one-car RDC runs. It was like stepping back to 1955. Despite what looks like padding of schedules (on the OCEAN and ATLANTIC), they accurately reflect the poor condition of CN track in the Maritime Provinces".....

★ ★ ★

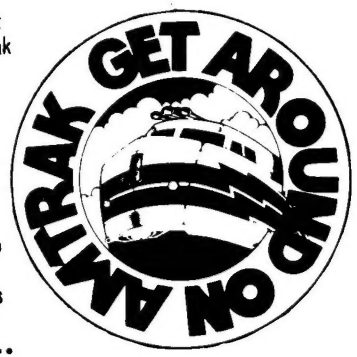
THE SOUTHWEST LIMITED arrived in Chicago on Mar 24 4hrs, 52mins late, delayed by a freight derailment at Fort Madison IA. The following day the eastbound train reached Chicago 8hrs, 10mins late due to a snowstorm in western Kansas, with 25 inches of snow reported at Dodge City.....

A PILOT RUN of the planned Portland-Eugene OR train was made on Apr 10 when an Amfleet train did a roundtrip on the line, leaving Portland at 11:30am and taking 2½ hours to reach Eugene. Supporters are still hoping for a June startup for the new service, and the state has allocated $1 million to subsidize it, altho it has learned that the 18-month trial may require $521,000 more than that. One solution may be to cut the trial period to 14 or 15 months. Oregon City has been dropped as a potential stop for the service, primarily because there is no suitable location for a station in that town. Station stops planned between Portland and Eugene are East Milwaukie, Woodburn, Salem and Albany. There are to be two roundtrips daily (in addition to the COAST STARLIGHT), leaving Portland at 11:25am and 6:20pm and leaving Eugene at 7am and 2:50pm.....

CITY OF PITTSBURG, California, is working to have Amtrak make it a stop for the SAN JOAQUIN. The 50-Plus club, a senior citizens' group, got the effort started.....

★ ★ ★

AMTRAK IS SELLING a frisbee (see illustration at right) that pictures a stylized version of an Amtrak engine. It costs $1.50 and is available from: Amtrak, PO Box 311, Addison IL 60101; ask for stock number 10110104. Other items such as coffee mugs and beach towels are available; you might request Amtrak's complete brochure "Items for the well-trained traveler" that lists them.....



CURRENT NATIONAL TIMETABLE of Amtrak's has an error on page 21 that might qualify for RTN's "Slip of the Month Club". The map showing Connecting Local Rail Passenger Services in the Northeast" has the cities of New York and Newark reversed, making Newark north of New York instead of south of it.....

HOUSE PUBLIC WORKS Committee is asking the full House of Representatives to approve a bill that would authorize $36 million to convert Washington Union Station back into a train station only instead of a visitor center-station. $21 million was originally spent to turn the station into a visitor center for the 1976 Bicentennial year. Now the center is used very little.....

AUTO-TRAIN CORPORATION improved its financial picture in 1979, losing only $2.2 million instead of the $4.4 million deficit it had the year before. The new deficit included an $800,000 loss on its newly-formed subsidiary, Railway Services Corporation, which repairs and builds rail cars.....

AMTRAK FUNDING BILLS: As noted elsewhere this issue, the House approved on Mar 31, by voice vote, the bill that contained authorization to start work on the 13 emerging corridors. The bill was originally for bailing out the Rock Island, but the emerging corridor money and $750 million more for the NE Corridor were added to it. The following day the Senate Commerce Committee refused to consider the bill unless the emerging corridor funds were cut out. Chairman of that committee is Howard Cannon of Nevada. The DOT said that it is adamantly opposed to funding the emerging corridors, and that President Carter would veto such a bill. The proposed 35% cutback of Amtrak's fiscal 81 budget by the Senate Budget Committee (see page 4) came later and is separate from the above bills. Rail supporters should write their Senators in support of the full Amtrak budget and the emerging corridors legislation.....

★ ★ ★

THE 150 CARS to be built for Amtrak by Budd (see RTN #201), if Amtrak indeed has enough money to buy them, were described in more detail to NARP officers at a meeting at Amtrak headquarters late in March. The car windows will be four inches longer vertically than Amfleet cars, altho the cars will use the Amfleet body shell. Coaches will seat 57 passengers, and the legrest seats will have 5 inches more leg room than present legrest Amfleet cars. Airline-type toilets will not be used. There will be a single vestibule, and there will be handicapped access...

THE ALASKA RAILROAD has published its summer timetable, effective May 18 to Sep 13 inclusive. Train no. 6 leaves Anchorage at 9:30am and reaches Fairbanks at 8pm. Train 5 leaves Fairbanks at 9:30am and reaches Anchorage at 8pm. These trains run daily; prior to May 18 they run only twice-weekly. Further info is available from Pouch 7-2111, Anchorage, Alaska 99510.....

VIRGINIA STATE OFFICIALS have requested Amtrak to initiate another train between Washington, Richmond and Newport News on the reverse of the COLONIAL's schedule, leaving Washington in the morning and getting back about 9pm.....

THE EMPIRE BUILDER on Mar 29 detoured via Wenatchee WA after it was delayed 12 hours by a freight derailment east of Bonners Ferry the night before. Consist of the train, departing Wenatchee westbound at 2:48pm, was engines BN 6562, Amtrak 321; cars 21868, 1272, 39910, 34060, 34036, 34027, 34055, 38004, and 32001.....

★ ★ ★

THE JUSTICE DEPARTMENT reportedly will soon start investigation of BN to determine whether the railroad violated the 1970 merger agreement and anti-trust laws by conspiring to put the Milwaukee Road out of business.....

PACIFIC RIM STEAMSHIP Company has offered British Columbia $100,000 for the "Princess Marguerite" in order to operate it between Seattle and Victoria and between Victoria and Port Angeles (altho the Port Angeles dock has now been demolished).....

STATE OF NEW YORK has been investigating the transportation hassle that occurred at the Olympic Winter Games in Lake Placid. A Senate committee criticized the Lake Placid Olympic Organizing Committee and asked for legislation that would insure tighter state control over such future events.....

KANSAS CITY STAR published a political cartoon Apr 13 which showed a citizen addressing Senator Eagleton as follows--

Citizen: Het there, Senator Eagleton! Ya know, it took a lot of courage to open your re-election headquarters right here in Union Station.

Eagleton: Courage?

Citizen: Why of course! Not every man would stand up to face a steady stream of angry constituents...

Eagleton: Angry?

Citizen: Why sure--see all those folks at the ticket window? This city, this state lost two good trains last year because you wouldn't help. Remember?

Eagleton: Holy Moly! I forgot all about that!

Citizen: We didn't.....

CITIES OF MONTEREY and Seaside, California have received tentative approval for a state grant of $2.93 million to buy the SP right-of-way between the old SP depot in Monterey and Contra Costa Street in Seaside, with the aim of using it to restore passenger service (the DEL MONTE) to the San Francisco area, and secondarily as a recreation trail. The line is 2.27 miles long.....

A UNION PACIFIC internal memo appeared recently, urging the railroad to operate the PIONEER and the SAN FRANCISCO ZEPHYR on time in order to take advantage of Amtrak's incentive payments. UP calculated that it would make over $3 million a year if both trains were run 100% on time.....

HIGHWAYS NOT SUBSIDIZED? Governor Clements of Texas said on Mar 31 that the state had had to pay $300 million out of general revenues to finance highway construction and maintenance last year--the gasoline tax didn't cover the costs.....

AUTO-TRAIN CORPORATION got its 2-millionth passengers--Mr. & Mrs. Floyd Witwer of Pennsylvania, who were given free tickets and a bouquet of roses at Sanford FL on Apr 9 when they arrived to make their trip north.....

THE CONSIST OF the EMPIRE BUILDER that derailed near Glacier Park on Mar 14 (see last issue): engines 313, 310; cars 1225, 39916, 34030, 34016, 34020, 34019, 38009, 32004. Cars 34016, 20, 19 were on their sides. Cars went to Havre MT.....

QUOTES OF THE WEEK***

"It's gotten too fashionable around the country to beat up on BART and not give credit to the vision that put this system in place. We have learned from BART around the country. The lessons were put to use in Washington, in Atlanta, in Buffalo and other cities where we are building mass transit systems. One of the lessons is not to build a system like BART."

--DOT Secretary Neil Goldschmidt quoted in San Francisco Chronicle, Mar 21.

"With the inflation-fighting budget cuts, it appears as tho mass transit has suffered. It's just a matter of President Carter getting his priorities straight. Let's make mass transit part of the solution instead of part of the problem."

--Flxible bus company's new president, Robert G. Landon, quoted in Los Angeles Times, Apr 3.

SLIP OF THE MONTH CLUB***

"Railroad employee walks by most heavily damaged car of Silver Streak near Lakeview, N.C."

--Photo caption of SILVER STAR wreck in Richmond VA News-Leader, Apr 3.

(We thought that was only in a movie.)

CARS & CONSISTS

*SAN JOAQUIN, train 710, Oakland Apr 6: engine 234 (F40); cars 21190, 20037, 21189, 21198, 20036, 21188.

*SOUTHWEST LIMITED, train 4, Kansas City Mar 29: engines ATSF 4661 (SD26), Atk 505, 502, 526; cars 1209, 1115, 1572, 9921, 9954, 9934, 9970, 9909, 8075, 2266 "Placid Sea", 2651 "Silver Shore", 2561 "Lincoln Park".

*ILLINOIS ZEPHYR, train 348, Aurora IL Mar 26: engine 264 (F40); Superliner cars 31001 coach-baggage, 34013 coach. Train 347, La Grange IL Mar 27: engine 320 (F40); Superliner cars 31001, coaches 34013, 34003.

*ANN RUTLEDGE, train 304, Kansas City Mar 24: engine 240 (F40); cars 20201, 21829, 21192, MoPac business car 2.

*SILVER STAR, train 82, Alexandria VA Mar 17: engines 630, 637 (SDPs); cars 1354, 1418, 8352 (ex-SR), 2692, 2802 "Halifax City", 8021, 4589, 4409, 4467, 6007, 3301, 4424, 4444, 4446, 4408, 8013, 2697.

*INTER-AMERICAN, train 22, St. Louis Mar 22: engines 323, 264 (F40s); cars 1223, 2941, 20225, (4601 & 21885 on at St. Louis), 21805, 21834, 20029.

*LAKE SHORE LIMITED, train 48, Chicago Mar 22: engines 305, 303 (F40s); cars 1611, 2051, 2903, 8502, 20045, 4614, 4610, 4625, 4613, 4602, 4618, 4604, 2888, 1266 (last 5 cars for Boston section, plus 20006 and engine 260). Train 49, Albany Mar 24: engines 720 (P30), 296, 304 (F40s); cars 1610, 2050, 2887, 8503, 20047, 4609, 4616, 4624, 4607, 4703, 4602, 4618, 4604, 2888, 1266 (last 5 cars from Boston section, which also had 21235 deadhead, 20006, & engine 260).

*MONTREALER, train 60, New Haven Mar 28: engine 969 (E60); cars 2880 (new paint scheme), 20206, 20110, 21807, 21818, 21880, 21804, 21014, 21218.

4 Illegal Trains include the Desert Wind

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*CRESCENT, train 20 (Amtrak Extra 259) Ragland AL Mar 20 (detouring over former SILVER COMET line--see last issue): engines 259, 417, 475, 472; cars 1429 deadhead, 1022, 1425, 5672, 5477, 5426, 5436, 3327, 8380, 2857 "Shenandoah River", 2860 "Tye River", 2804 "Angel Island". Train 19, Charlottesville VA Apr 2: engines 259 (F40) 433, 472 (E's); cars 1096, 1425, 5410, 5480, 5476, 5290, 5655, 5663, 3335, 8381, 2865, 2860 (L.A. thru car), 2857.

*COAST STARLIGHT, train 11, San Jose Apr 4: engines 232 (F40), 534, 615 (SDPs); cars 1008, 1500, 5699, dome 9471, 4505, dome 9469, 8330, 4532, 4868, 4534, 4526, 4502, dome 9350, 8040, 2626 "Pacific Plateau", 2660 "Silver Meadow".

RAIL FANTRIPS

One Rail Fantrips listing is free. To be sure of entry in time, send full info at least 4 weeks before event. RAIL TRAVEL NEWS, Fantrips Dept, PO Box 9007, Berkeley CA 94709. Be sure to address item to "Fantrips Dept".

May 3-4: "Adirondack Extravaganza" excursion on Adir. Rwy Utica NY-Lake Placid RT Lv Utica 9am, continental breakfast aboard, overnite at L.P. Resort Hotel, tour Olympics area Sunday; under $100. RR Enthusiasts, Box 418 Schenectady NY 12301.

May 4,10,11,18: "Pittsburgh Ltd" trips Kent OH-Pittsburgh PA, lv 8:30am, return by 9:30pm w. 2½hr stopover. 16-car diesel train, open-window & conv'l coaches. $34, kids $28. Rails Diversified of Ohio, Box 1567, Stow OH 44224. Snack car.

May 16-18: Train to Boston Red Sox-Cleveland Indians baseball game. Lv Fri eve on LAKE SHORE (any city) ar Sat. Cleveland 8am; game at 2; return on LSL 11:45pm, ar home Sun A.M. SASE to Kevin Gregoire 131 Elizabeth Pittsfield MA 01201.

May 23-27: Arizona Getaway--lv So Calif on SOUTHWEST LTD to Winslow and explore desert & Grand Canyon by bus; lv Flagstaff 5/26 on SWL for return. $299. Pacific RR Society, Inc., Box 2768, Riverside CA 92516. (714) 684-7458, 2pm-6pm.

Jun 6-8: Sequoia & Kings Canyon Natl Parks from San Francisco area by SAN JOAQUIN and bus. Overnights in Fresno & Sequoia Park. $135 double, $160 single. NRHS Central Coast Chapter, Box 8407, San Jose CA 95155. (415) 931-1798 evenings.

Jun 7: Amtrak trip to Valley RR, Essex CT from Metro Park NJ. Steam ride on Valley RR, 1-hr boat ride on CT River. $37, kids $22. Credit cards. For flyer, SSAE to Jersey Central RHS, Trip Comm., Box 700, Clark NJ 07066.

Jul 26: UP 8444 steam excursion freight-only lines Denver-Sterling CO RT. Eastbound via Dent Branch. 8 run-bys, open-door baggage, dome, a/c coaches. $48 RT. Rocky Mountain RR Club, Box 2391, Denver CO 80201.

EXPRESS ADS

Western Railroadiana Collectors' Faire, sponsored by National Association of Timetable Collectors. Saturday, May 3, 1980, Holiday Inn North, 1900 Canterbury Rd., at Freeway 160, Sacramento, CA. Hours 9:00 am to 4:30 pm. Tables available: Members $10.00. Non-Members $20.00. Admission $1.00. Contact Roy Gabriel, Box 981, Sacramento, CA 95805.

VISITING PHILADELPHIA? First read "Delaware Valley Rails", the complete railroad and rail transit guide to the region's 15 counties. 192 pages of facts, rosters, maps, and photos. Flyer available. $9 (Pennsylvanians add 54¢ tax); $10 outside U.S. Order from: John R. Pawson, Box 411, Willow Grove PA 19090.

TIMETABLE COLLECTING is one of America's fastest growing hobbies. Join the National Association of Timetable Collectors. Just $12 dues brings the quarterly magazine "The Timetable Collector" and the monthly newsletter "The First Edition." Tom Coval, 21 E. Robin Road, Holland PA 18966.

NEW OPTIONAL ROUTES-Tickets between L.A. & Portland good via Salt Lake OR L.A. & Chicago via St Louis-no extra cost. Excursion ticket can leave San Francisco and return to L.A. or Seattle. RESERVE NOW for summer with the rail specialists. Let's Travel Tours, PO Box 2768, Riverside CA 92516. (714) 787-8350.

May 31-Jun 1--Bangor and Aroostook passenger excursion from Bangor to Caribou ME via Presque Isle. BL-2 diesel and open-window coaches. $80 fare incl. double occupancy hotel space. Write: Joint Trip Committee, PO Box 2468, So. Portland, ME 04106 for details.

WANTED -- The following back issues of RTN: 1 thru 32,34,39,40,41,47,48,54,56,59 thru 66,68,69,72,73,74,76,78,79,81,82,83,85,87,88,89,92,94,95,97,101,102,104,105. Dean Ogle, Box 194, Custer WA 98240.

RTN reader desires to contact same who might have good quality sound recordings of "life around the Rio Grande Zephyr"--engine sounds of #5771 and mates from both on board and run-by situations. Want to use sounds in possible film re: RGZ. Stereo preferred but not mandatory. Contact Paul: 4294 Verdugo View Dr. Los Angeles CA 90065 or you might call me at (213) 257-9169.

RAILROAD CLOTH EMBLEMS. Send $1.00 for two samples and list. Joseph F. Lajoie, Box 3, 22 Stevens St., Methuen, Mass. 01844.

The Annual General Meeting of Transport 2000 Canada will take place at the Richelieu Inn, 430 Ouellette Ave., Windsor, Ontario on Sun., Oct 12 1980, 1:30pm.

TRAVEL ON CANADIAN TRAINS this year. They are clean, convenient and relatively economical. Your dollar buys $1.15 Canadian. To reserve call: Boston, 617-426-7974; Buffalo, 716-856-2940; Chicago, 312-346-6222; Detroit, 313-963-6037; New York, 212-586-6066.

CANADIAN TIMETABLES: Current or previous. For postage & handling send $1 to Transport 2000, Box 300, Term. A., Ottawa, Ont. K1N 8V3 Canada.

TRANS-ACTION: Quarterly rail and transit journal, $10 per year. NARP members $5. Box 300, Term. A., Ottawa, Ont., Canada K1n 8V3.

RTN ADVERTISING RATES: Express Ads $1 per line of 80 spaces. Display ads only $1.25 per square inch. RAIL TRAVEL NEWS, Box 9007, Berkeley CA 94709.

NOW READY: "Trolley Trails Through the West"--Volume 8--Southern California $4. Still available: Volumes 1-Yakima, 2-Seattle, 3-Portland, 4-Tacoma/Spokane, 5-Montana/Utah, 6-Western Canada $3 each; also Vol. 7-Northern California $4.00. Moneyback guarantee. Wilson Brothers Publications, Box 712rtn, Yakima WA 98907.

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